Buddhist tourist circuit

*328. MS. MABEL REBELLO:
SHRI B.J. PANDA:

Will the Minister of TOURISM be pleased to state:

(a) whether it is proposed to link Buddhist tourist circuit in India with such foreign centres in Japan, Thailand, Sri Lanka, etc.; and

(b) if so, the details thereof, *inter-alia* indicating such Buddhist hubs in Orissa that are proposed to be linked with these countries under the above project?

THE MINISTER OF TOURISM (SHRIMATI AMBIKA SONI): (a) and (b) Ministry of Tourism promotes and publicizes all tourist attractions in the country including the Buddhist sites in major source markets. In addition, a major integrated campaign titled 'Walk with the Buddha' was launched to showcase Buddhist sites in India in the predominantly Buddhist source markets in Far East and South East Asia.

Tourism products including Buddhist pilgrimages in India are also being promoted through bilateral agreements and multilateral forums such as ASEAN (Association of South East Asian Nations), SASEC (South Asia Sub-regional Economic Cooperation), BIMSTEC (Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation) and SAARC (South Asian Association for Regional Cooperation) through distribution of brochures, posters, CD Roms and other collateral in the member countries.

Difference in inflation rates

*329. SHRI PENUMALLI MADHU: Will the Minister of FINANCE be pleased to state:

(a) the reasons for the difference in the inflation rates between Wholesale Price Index and Consumer Prices Indices; and

(b) what are the steps/changes proposed to narrow the difference?

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): (a) and (b) The differences in the inflation rates between Wholesale Price Index and Consumer Price Indices reflect differences in the base year, commodity basket and weighting patterns relevant for different target groups of consumers. The commodity basket and weights for the respective Consumer Price Indices are derived on the basis of group-specific consumer expenditure surveys. The Wholesale Price Index (WPI) is an economy wide index covering 435 commodities. Weights of these commodities are derived based on the value of quantities traded in the domestic market. It is a more comprehensive measure of economy-wide inflation available with high frequency. In view of this, no steps as such can be taken to "narrow" the difference.

Ajay Prasad Committee on air navigation

*330. SHRIMATI SHOBHANA BHARTIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Ajay Prasad Committee on a master plan on air navigation has recently given its recommendations to Government;

(b) if so, the details of the recommendations made by the Committee;

(c) whether air traffic congestion at major airports is the main factor responsible for delay in flights;

(d) if so, the details thereof; and

(e) the details of the recommendations of the Ajay Prasad Committee accepted by Government and to what extent it will help in smooth functioning of the major airports of the country?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a), (b) and (e) The Committee has submitted its report on 25.3.2008, which is under examination.

The Committee has made various recommendations on Future Air Navigation System, etc. based on Near Term/Immediate, Medium and Long Term Plan. Salient features of the recommendations are as under:

Recommendations relating to Near-Term/Immediate Plan

(i) Review of some of the recommendations of Khola Committee related to creation of a safe zone at Delhi airport. (ii) Implementation of reduced radar separation minima. (iii) Implementation of RNAV and RNP procedures at Mumbai and Delhi airports, (iv) Implementation of complete VHF coverage throughout the continental airspace at a height of 20,000 feet and above. (v) Use of Dedicated Satellite Communication Network for operating RCAG VHF equipments. (vi) Upgradation of ATIS facility to D-ATIS facility having both Voice and Data Link capabilities. (vii) Providing of Data Link application for departure clearances at Mumbai and Delhi. (viii) AIDC to communicate with all ATS Units for Mumbai and Delhi should be provided. (ix) RNAV and RNP routes should be adopted for domestic and international routes. (x) Approaches with Vertical Guidelines for runways not equipped with ILS should be designed and provided. (xi) Installation of GBAS system at Delhi and Mumbai airports. (xii) Use of DSCN circuit to operationalise Behrampur Radar. (xiii) Installation of 10 radars on priority to reduce the spacing of the aircraft and increase the capacity of airspace. (xiv) Networking of all radars should be completed as per planned PDC. (xv) Installation of Advanced Surface Movement Guidance and Control Systems at Mumbai, Chennai and Kolkata. (xvi) AAI to start planning the ADS-B with extended Multilateration Infrastructure. (xvii) ADS-B Surveillance System at Portblair and Agatti. (xviii) Evaluation of the existing automation solutions/technologies and their expeditious implementation. (xix) Expeditious implementation of AFTM system.

Recommendations relating to Medium Term Plan

(i) Aircraft capability to achieve sequencing requirements to runways through use of the "required time of arrival" function within the Flight Management System (FMS) of aircraft should be taken into account while developing the capability to design Area Navigation (RNAV) and Required Navigation Performance (RNP) procedures. (ii) The requirements pertaining to (a) VHF coverage upto 10,000 feet and above in ACCs; (b) Overlapping VHF coverage in ACCs to ensure positive control and dynamic sectorisation; and (c) VHF networking to support consolidation of sectors during lean traffic periods and deconsolidation during peak traffic hours, should be met. (iii) Data-Link Services like pre-Departure clearance, automatic position reporting and ATC Clearances should be provided. (iv) Implementation of Clearance Delivery (*i.e.* Predeparture Clearance and Departure Clearance) at other major airports like Kolkata, Chennai, Hyderabad, Bangalore, Ahmedabad, Calicut etc. (v) AIDC

to communicate with all ACCs and ATS units to be provided. (vi) IP based telephone service accessible to controllers at all ACCs for coding into the IMARSAT GES ATS abbreviated dialling service for aircrew emergency contact should be provided. (vii) Upgradation of domestic communication connectivity through ATN. (viii) VOR/DME at all operational airports should be provided. (ix) Implementation of GAGAN to be expedited by ISRO and AAI. (x) Independent Terminal Area Radars (TAR i.e. Primary) at all approach control units where traffic density has reached 50 or more per day should be provided. (xi) All radars should be networked to ensure entire continental airspace is covered under radar surveillance.

(xii) Dynamic consolidation and deconsolidation of sectors should be facilitated with supporting communication capabilities. (xiii) A feasibility study may be carried out whether a system similar to FAA oceanic system can be provided in oceanic airspace of India.

Recommendations relating to Long Term Plan

(i) Navigation in Indian airspace using SARPs of RNP should be planned. Similarly plans of Communication should be based on SARPs of RCP. (ii) Updation of upcoming technologies by AAI and preparation of transition plans to merge with ICAO Global CNS/ ATM plans. (iii) To consider implementation of ADS-B and multilateration in combination to cover the entire Indian airspace as backup of radars. (iv) Future architecture (SWIM) should be kept in view while preparing long term plans by AAI. (v) Ground part of ATM to integrate effectively with the aircraft equipped with new technology CNS systems and ensuring homogenous, continuous and efficient service to the user from pre- flight to post flight should be designed. (vi) ATM plan which would consolidate airspace from four FIRs to two FIRs with 2 ACCs, one at Delhi and the other at Mumbai should be prepared. (vii) The present role of AAI of Aerodrome Operator and ANC providers needs to be modify to bring the required focus and importance to this critical area. (viii) Pending any final decision, the process of bringing about necessary organisational changes in AAI be taken up. As a first step, independent directorates for (a) Airspace Management & Procedures and (b) ATM Strategic Planning & System Development with adequate manpower should be established. The organogram of the AAI should also be suitably modified to bring about unity of control and responsibility in all work related to provision of ANS including planning, acquisition of technology and equipment and O & M aspects.

(c) and (d) The main factors responsible for delay in flights are as under: (i) Schedules of airlines get disrupted due to bad weather and poor visibility; (ii) Once a flight gets delayed, it has its cumulative effect on subsequent flights, as the same aircraft operates on many sectors. It takes time to normalize the flights after such delays; (iii) Unprecedented growth of air traffic has raised new demands/challenges about ground infrastructure, specially at metro airports like Delhi and Mumbai; (iv) Airlines prefer to operate their flights during the prime time leading to bunching of flights; and (v) Technical snags.

Indian tourism offices in foreign countries

*331. SHRIMATI VIPLOVE THAKUR: Will the Minister of TOURISM be pleased to state:

(a) the names of the countries and foreign cities where Indian tourism offices are located;

(b) the details of the expenditure incurred on these offices during the last three years, office-wise;